

Personal Rapid Transit Proposal for Lake Cook Corridor

Submitted
by the
Village of Deerfield
to the
Regional Transportation Authority
March 1991

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LAKE COOK CORRIDOR - PERSONAL RAPID TRANSIT (PRT) SYSTEM PROPOSAL

Submitted by the Village of Deerfield

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Acknowledgments

Primary contributors to this proposal include: Bill Baltutis, Executive Director of the TMA of Lake Cook Corridor, Doug Tweedy of Odonnell, Wicklund, Pigozzi and Peterson, and the data collection and analysis efforts of David Werner.

EXECUTIVE SUMMARY

The primary objective of the Lake Cook Corridor PRT would be to complement Metra's regional transportation network through the distribution of commuters directly to the employment centers in the Lake-Cook corridor. Estimates indicate that approximately eighteen percent (4,400 of 24,500) of the employees who currently work within the proposed PRT service area, reside in communities north and south of the corridor that are served by the Milwaukee District North Line. Metra users would be able to conveniently transfer to the PRT system from the proposed Lake Cook Road commuter station and be taken to their place of employment. A secondary objective would be to provide mid-day and off-peak service to restaurants, hotels, and commercial shopping centers such as: Northbrook Court, Deerbrook Mall and Lake Cook Plaza. Preliminary investigations also indicate that linked trip travel times(Home- Metra- PRT- Work) compare favorably with the automobile.

Site Description

Exhibit A is an aerial photo of the proposed PRT alignment; Exhibit B summarizes the description of each PRT "loop"; and, Exhibit C identifies the major generators and potential market impact of each PRT loop.

* A north-south primary loop of 2.75 miles (one-way) is proposed to connect the Metra Lake Cook station with major employment and commercial centers. These centers include: MATAS - Corporate 500, Underwriter's Laboratories, Deerbrook Shopping Mall and Lake Cook Plaza. The four stations designated on this loop will be within 1/4 mile of 1.5 million square feet of existing office space, 777,000 square feet of retail space (including 16 restaurants), 128 hotel rooms, a 130 room skilled nursing facility, and over 7,000 employees. Sixty-four percent (64%), or 1.75 miles, of this loop is proposed to be located in right of way controlled by the Illinois Toll Authority, Metra and the Cook County Highway Department. A substantial increase in the market served by this loop is likely to occur with the re-development of the 53+ acre Sara Lee site and that portion of the 24+ acre North Shore Gas property not used for proposed Metra and PRT facilities.

* A western extension loop of 5.68 miles (one-way) is proposed to connect the primary loop with the western employment centers such as Dean Witter, Baxter Healthcare, Parkway North Center, Walgreen Company, the Hyatt-Deerfield Campus, Arbor Lake Center, Lake Cook Office Center, Deerfield Business Center, Teradyne, Motorola, and the Sky Harbor industrial area. The seven stations on this loop would be accessible to 3.5 million square feet of existing office space, 1.1 million square feet of existing industrial space, three hotels with 790 rooms, and over 16,200 employees. The loop alignment proceeds in an east-west direction along the Tollway Spur and Lake Cook Road, with a north-south loop along I-294 and Saunders Road. Over 65% of the proposed western extension is located in public right-of-way.

* An eastern extension loop of 2.7 miles (one-way) is proposed along the Tollway Spur to access the 990,000 square foot Northbrook Court shopping center. Over 80% of the proposed eastern extension is located in public right-of-way.





LAKE COOK CORRIDOR PRT ALIGNMENT

EXHIBIT A LEGEND

-  METRA RAIL STATION
-  PRT STATION
-  PRT STORAGE
-  PARKING
-  PRIMARY LOOP EXPANSION LOOP

PARKWAY NORTH

BAXTER HEALTHCARE

DEAN WITTER

WILSON ROAD

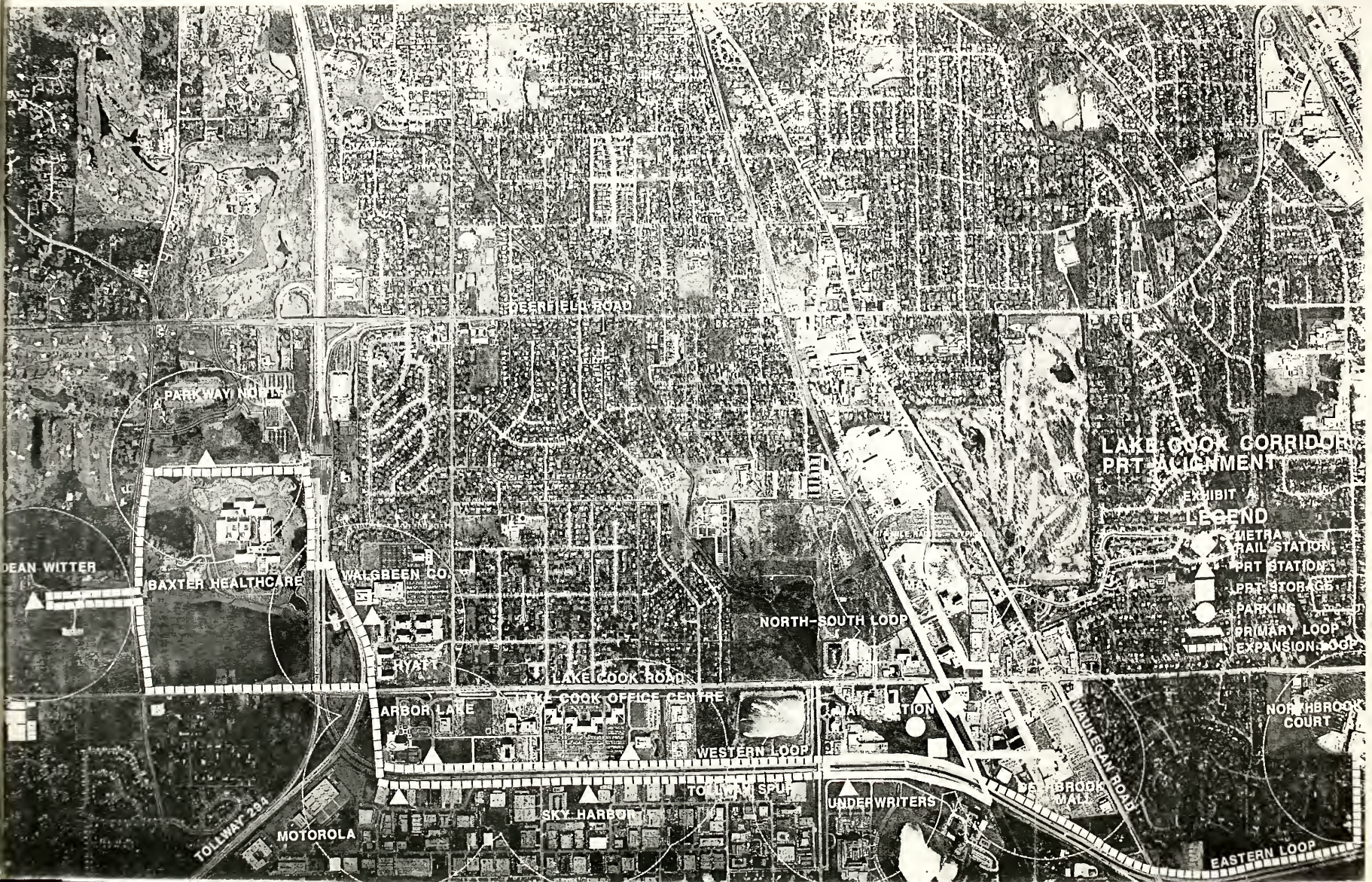
BROOK MALL

NORTHBROOK COURT

TOLLWAY 294

MOTORC

EASTERN LOOP



PEERFIELD ROAD

PARKWAY DRIVE

BAXTER HEALTHCARE

WALGREEN CO.

RYATT

LAKE COOK ROAD

NORTH-SOUTH LOOP

HARBOR LAKE

LAKE COOK OFFICE CENTRE

WESTERN LOOP

SKY HARBOR

STATION

UNDERWRITERS

TOLWAY 294

MOTOROLA

WILKESMAN ROAD

BROOKDALE

EASTERN LOOP

LAKE COOK CORRIDOR
PRT ALIGNMENT

EXHIBIT A
LEGEND

- METRA RAIL STATION
- PRT STATION
- PRT STORAGE
- PARKING
- PRIMARY LOOP
- EXPANSION LOOP

NORTHBROOK COURT

Exhibit B

Lake Cook Corridor PRT Alignment Summary

PRT Loop	One-Way Distance	ROW on Private Property	ROW on Public Property	Stations
North-South	2.75 miles	1.0 miles	1.75 miles	4
Western	5.68 miles	1.98 miles	3.7 miles	7
Eastern	2.70 miles	0.5 miles	2.2 miles	1

Exhibit C

Lake Cook Corridor PRT Major Generators/Market Impact

PRT Loop	Existing major retail, industrial and employment centers within 1/4 mile of PRT station	Existing Office Space Market Impact (Square Feet)	Existing Industrial, Manufacturing Space Market Impact (Square Feet)	Existing Retail Space Market Impact (Square Feet)	Existing Hotel Room Market Impact (Square Feet)	Existing Employment Market Impact (Employees)
North-South	-MATAS Corporate 500 -Underwriters Laboratories -Lake Cook Plaza -Deerbrook Mall	1,566,260	0	777,000	128	7,060
Western	-Sky Harbor -Motorola -Arbor Lake -Lake Cook Office Center -Walgreen Co. -Hyatt Deerfield Campus -Baxter Healthcare -Parkway North -Dean Witter Financial Group	3,507,850	1,184,400	990,000	790	16,240
Eastern	Northbrook Court	0	0	990,000	0	1,200
Total		5,074,110	1,184,000	1,767,000	918	24,500

Introduction

The substantial growth in the Lake Cook Road corridor and in other suburban areas has pressed both public and private officials to seek creative means to address suburban congestion. The Regional Transportation Authority (RTA) has proposed one such solution in the Personal Rapid Transit (PRT) system. The use of an automated system that efficiently transports people and products throughout a suburban activity center is attractive given the alternative of increased traffic congestion. In response to the RTA's request for communities willing to consider hosting a pilot PRT system, the Village of Deerfield and the Transportation Management Association (TMA) of Lake Cook Corridor, representing the private sector, jointly developed this proposal.

The area served by the proposed Lake Cook Corridor PRT alignment is approximately 4.5 miles in length, extending along Lake Cook Road from Saunders Road (1/2 mile west of the I-294 Tollway) to just west of the Edens Expressway. This alignment is located predominantly within the Village of Deerfield and includes areas in the Villages of Northbrook, Riverwoods and unincorporated Lake and Cook counties. Metra's Milwaukee District North Line commuter service bisects this area and will provide the major connection for employees coming to the employment centers in the Lake Cook Corridor.

Until the 1960's, Lake Cook Road was a two lane roadway whose name identified the boundary between Lake and Cook Counties. Traffic volumes were minimal, with less than 10,000 vehicles traveling its pavement daily. Attracted by the area's open space and affordable property values, corporations such as Baxter Healthcare, Walgreen Company and Underwriter's Laboratories located their corporate headquarters and other facilities in the corridor. Sky Harbor, once a small commercial airport just south of the Tollway Spur, has developed into a light industrial park. Shopping centers such as Northbrook Court, Deerbrook Mall and Lake Cook Plaza were developed in the 1970's. New development continues in the corridor that is now the home of corporations such as Commerce Clearing House, NutraSweet, Teradyne, STS Consultants, Callaghan & Company, Dean Witter Financial Group, and Jim Beam Brands.

This development has resulted in the growth of traffic on Lake Cook Road. Current average daily traffic volumes range from 35-42,000 with Year 2010 projections ranging from 50-55,000. Lake Cook Road was widened in the early 1970's from two to four lanes, thereby providing additional capacity to handle the traffic growth. Currently, Lake Cook Road is the subject of a Strategic Regional Arterial study by the Cook County Highway Department in conjunction with Deerfield and other adjoining municipalities. Through examining traffic management alternatives, appropriate methods to reduce congestion and improve travel efficiency can be identified and implemented. One such alternative is the PRT system.

While the RTA will need to resolve and define in much greater detail many issues regarding PRT system design, operation, aesthetics, as well as capital and operational costs, this proposal addresses the key issues of PRT ridership, constructability and community support in the Lake Cook Corridor. The Village of Deerfield and the TMA believe that this

corridor represents an excellent site that compares favorably to much of the ideal criteria listed in the RFP. As a result, it is hoped that the RTA will give this proposal its full consideration and select the Lake Cook Corridor as one of the desired sites for the PRT system.

PRT LOOP DESCRIPTIONS

Lake Cook Metra Station

The Lake Cook Corridor PRT system is proposed to connect directly with Metra's Milwaukee North Line service to deliver employees to employment centers within the corridor. Metra has proposed the construction of a commuter station on the Milwaukee North Line at the North Shore Gas Company property west of the Metra tracks on the south side of Lake Cook Road. The Village of Deerfield and Metra have an agreement to jointly develop the 24 acre parcel to include the Metra station and other uses. Metra has reported that it expects to complete the property acquisition by the first quarter of 1991 (Exhibit I).

Central PRT Station and Storage/Maintenance Facility

The Village of Deerfield is proposing the construction of a central PRT station adjacent to the proposed Lake Cook Metra station. Since both stations have yet to be designed, this site provides a unique, cost effective opportunity to design each facility so that passenger convenience, in terms of transferring from one mode to another, can be accommodated. It is also proposed that the PRT Storage and Maintenance Facility be constructed on the North Shore Gas property. This site has the requisite 1-2 acres and, being adjacent to the Metra tracks and proposed Metra and PRT stations, it would be compatible with the surrounding land uses.

PRT Service Loops

North-South Primary Loop Description

The primary north-south loop would traverse a length of approximately 2.75 miles in general north-south direction from the Central PRT station on Lake Cook Road to employment and commercial centers. These include Matas - Corporate 500, Deerbrook Shopping Center, Lake Cook Plaza and Underwriter's Laboratories. Discussion with RTA staff indicates that the right-of-way/easement envelope for one-way trackage would be 10-12 feet in width, with a height of 12-18 feet. These dimensions were applied to the alignments that follow.

A one-way loop would proceed north from the Central PRT station crossing Lake Cook Road and proceed north along the Metra right-of-way (ROW) to a point just south of the Pfingsten/Kates Road overpass. A station is proposed at or near the intersection of Kates Road and Corporate 500 Drive. The loop would then proceed south adjacent to Corporate 500 Drive to Lake Cook Road. After crossing Lake Cook Road, the loop would



jog east and then turn south along the property line between Deerbrook Shopping Center and Lake Cook Plaza. A second station is proposed to be located near the west entrance of Deerbrook Shopping Center and the Multiplex Fitness Center in Lake Cook Plaza.

The PRT loop would proceed west along the parking lot and cross the Metra tracks. On the western edge of Metra ROW, a return loop would be provided to go north to the Central PRT station. Another loop would continue south along the western edge of Metra ROW under the Tollway Spur. At the northeast corner of the Underwriter's Laboratories property, the PRT alignment would proceed west along the southern edge of the Tollway Spur ROW. A third station is proposed to be located on the northwest quadrant of the Underwriter's Laboratories property. The line would continue west to just east of Pfingsten Road and cross the Tollway Spur, proceeding east along the Tollway ROW and reconnect to the PRT line at the Metra tracks.

As stated, four stations are identified in the primary loop. The aerial photo depicting the site plan identifies the stations and the 1/4 mile circles define the potential market for employees who would likely access each station. The 1/4 mile walking distance was selected because it is the standard distance that transit agencies, such as the CTA and Pace, use for determining the distance pedestrians will walk to use a transit station. A full discussion of the identification of employment centers, the number of employees and potential ridership markets will be presented in the ridership analysis section.

Western Loop Description

A western PRT loop alignment is proposed to access major employment centers on and adjacent to Lake Cook Road and the Tollway Spur in Deerfield and Northbrook. This western extension would represent part of an expanded system from the primary north-south loop. The one way distance of this loop would be 5.68 miles. This loop would proceed westerly along both sides of the Tollway Spur to accommodate the one-way direction of the PRT vehicles. Two stations are proposed to be sited in the Sky Harbor area south of the Tollway Spur. One of these is to be located adjacent Wainwright Drive and McArthur Drive in the center of Sky Harbor and the second is proposed for the western part of Sky Harbor adjacent to the Motorola complex.

The PRT service south of the Tollway Spur will proceed north across the divided highway and connect to a bi-directional section which crosses Lake Cook Road on the eastern edge of Tollway ROW. A third station is proposed to be located adjacent Walgreen Company property and the Hyatt-Deerfield Campus. The alignment would proceed north along Tollway ROW and cross the Tollway south of the existing Deerfield Road Toll Plaza. The loop would then proceed north along the western edge of the Tollway ROW and turn west on Baxter Healthcare property adjacent Hawthorne Lane. A station is proposed to be located near the Baxter access road approximately 1/2 mile west of the Tollway. This station would serve employee populations at the Baxter Healthcare and Parkway North complexes. The PRT loop would proceed on the eastern side of Saunders Road and access the Homart/Dean Witter development along their existing

access drive. A station is proposed to be sited adjacent to the Dean Witter office facility. A return loop would proceed easterly back to Saunders Road and then south to Lake Cook Road. There are 65+ acres of developable property currently owned by Baxter Healthcare and the PRT alignment could provide for an additional station when this property is developed. The PRT alignment would turn east along the north side of Lake Cook Road, cross the I-294 Tollway and reconnect into the PRT line adjacent the Hyatt Hotel.

The loop would then proceed along the previously discussed bi-directional structure, to the Tollway Spur. At the Spur, the PRT loop would proceed easterly along the northern edge of the Tollway ROW. A station is to be located near the Arbor Lake Development and another near the property line between the Lake Cook Office Center and Teradyne complex. The western PRT loop would proceed to cross Pfingsten Road and reconnect to the primary north-south loop west of the Metra Milwaukee North Line tracks.

Eastern Loop Descriptions

The eastern loop would provide access to Northbrook Court, which is located approximately 1 mile east of the proposed Lake Cook Metra station. All PRT structures included in this extension would be bi-directional. This alignment would proceed easterly from the Deerbrook Shopping Center along the northern edge of the Tollway Spur ROW. Access to Northbrook Court would be from the south adjacent to the retention basin on the property. A station would be sited on Northbrook Court property just south of store complex. This station could also serve some of the residential neighborhood to the west. The one-way distance of this loop is 2.57 miles.

Potential Expansions

While this proposal has focused on a primary loop and two system extensions, there are two other potential expansions which could connect to regional rail networks that merit some discussion. The PRT system could be expanded westerly 3 1/2 miles from the Homart/Dean Witter development to connect into the proposed Wisconsin Central Line station on Bush Parkway in Buffalo Grove, as well as the development along Milwaukee Avenue. A second eastern expansion of 3/4 mile could provide access to the proposed Skokie Swift extension along the CN & W freight line ROW just east of Skokie Boulevard. This expansion would also allow stations to be located in the Skokie Boulevard office corridor in Northbrook.

One of the major benefits of the PRT system, is its ability to provide a geometric increase in locational accessibility as the system expands. The unique character of the Lake Cook Corridor system provides that the markets for potential users can be expanded greatly with PRT extensions to the Wisconsin Central and Skokie Swift services.

There is also potential for providing service for inter-state markets. Amtrak uses the Metra Milwaukee North Line tracks allowing employees who



reside in southern Wisconsin to reach the corridor using the Amtrak-PRT connection.

RIDERSHIP

Pace and Metra Service

The Lake Cook Corridor PRT will directly complement the regional transportation system. The major objective of the PRT system in the Lake Cook Corridor will be to distribute users of Metra's Milwaukee North Line to employment centers in the corridor area. A secondary goal would be to provide mid-day and off peak service for employees and other users to shopping areas such as Northbrook Court, Deerbrook Mall and Lake Cook Plaza. Existing Pace service could complement the PRT service with adjusted routes that would feed into key PRT stations in the corridor. By complementing the regional mass transit system with linked trip usage (Metra-PRT and Pace-PRT), the Lake Cook Corridor system has the potential of meaningful reductions in existing and future auto work trips that impact the corridor.

Metra Service

Metra and the Village of Deerfield are planning the joint development of the 24 acre North Shore Gas Company property south of Lake Cook Road and west of the Metra tracks. A Metra station is planned, however, development of the remainder of the site is yet to be determined. It is recommended that the main PRT station and storage facility be located on this property. Upon completion of the station, it is expected that Metra service will be revised to balance the line demand and improve operational efficiency.

Currently, 48 trains (24 southbound & northbound) stop at the Deerfield station located 1.25 miles north of the proposed Metra Lake Cook station. This service is primarily focused on serving downtown Chicago with 13 AM southbound trains and 7 AM northbound trains. There are 1,228 average daily boardings at the Deerfield station. The Northbrook Metra station, with 1,195 average daily boardings, is located one mile to the south of the proposed Lake Cook station. The projected figure for the Lake Cook station is 1,360 average daily boardings.

While the focus of the PRT system is to provide service for corridor employees who live along the Metra Milwaukee North Line, the PRT could be attractive to residential users in Deerfield and Northbrook, as well. Two such sources are located in Deerfield: 1) north of Lake Cook Road; and, 2) east of Wilmot Road. Another residential area (Countryside subdivision), located in unincorporated Cook County east of Waukegan Road, may also provide Metra system riders. These residents could walk to a PRT station and take the PRT to the Metra Lake Cook station.

Pace Service

The Lake Cook Corridor is served by Pace bus routes 212, 214, 471, 473
Village of Deerfield

and 626. Route 212 provides service between Evanston and Northbrook serving Old Orchard in Skokie, as well as Northbrook Court and downtown Evanston. This line connects into the CTA rapid transit service in Evanston and provides for weekday headways of 30 minutes. Route 214 serves communities along the North Shore from Evanston to Northbrook Court, including service to the Milwaukee North Line station in Deerfield. This route also provides for rush hour service every 30 minutes. Route 471 operates between the Highland Park CN & W station and the Deerbrook Shopping Center in Deerfield. Ten services, at 20 minute intervals, are provided during rush hour. Route 473 also provides service between the Highland Park CN & W station and Deerbrook Shopping Center. Route 626 serves the length of the Lake Cook Corridor. This route originates from the Skokie Swift CTA line in Skokie and travels north to Lincolnshire. The service is provided weekdays with 25 to 30 minute headways during rush hours. Ridership figures indicate that 1,081 average daily passengers traveled on Pace Route 212, 913 on Route 214, 403 on Route 471, 183 on Route 473 and 415 on Route 626.

PRT/Pace System Connection

As previously stated, the major function of the PRT would be to circulate employees from Metra service to employment centers in the corridor. In essence, Metra service feeds into the PRT which would distribute employees to their final work trip destination. In a similar way, Pace service could be efficiently adjusted to feed into key PRT stations to deliver or pick up passengers. An example, as applied to Route 212 that currently originates in Evanston and terminates its northern leg at Northbrook Court, is provided below.

With the PRT system in place, Route 212 service could be adjusted to terminate its northern leg at Deerbrook Mall and then return on its southbound leg. Passengers could then take the PRT system at the Deerbrook to Northbrook Court. Once gaining access to the corridor PRT system, travel times would compete favorably with the auto or a bus. If the PRT vehicles operate at an average speed of 30 mph, the system would have a clear advantage over travel times in traffic slowed by rush hour congestion.

One of the major concerns of Pace service is the ability to adhere to route schedules. Pace travel times are negatively impacted by the delays resulting from street congestion. By minimizing Pace service on congested roadways, such as Lake Cook Road, and linking it with PRT connections, travel times would be more consistent and therefore more attractive.

Ridership Impact

Existing Travel Characteristics

Work trip travel in the Lake Cook Corridor is currently dominated by the single occupant vehicle. The TMA sponsored a work-trip survey in 1990

with major firms in the corridor, including Walgreen Company, Underwriter's Laboratories, Aimcor, and Dean Witter Financial Group. The survey was a sample of approximately 1,000 employees representing an employment base of 10,000. Ten to fifteen percent of each firm's employees were randomly sampled.

The responses of the employees surveyed indicated the following:

- * 91% drove alone to work
- * 6% drove in a car pool
- * 1% took a Pace bus
- * 2% used other modes (walking & Metra service)

Ridership Origins

The TMA has also compiled a data base of home zip codes of employees from major firms in the corridor. Some of these firms include, Dean Witter Financial Group, Baxter Healthcare, Illinois Student Assistance Commission, Aimcor in Deerfield and Underwriter's Laboratories. Zip codes of approximately 8,900 employees are included in the data base and it is believed that they are representative of the employment base in the corridor. Exhibit D is a graphical depiction of the home zip code distribution. Several points regarding this information are as follows:

1. The predominant distribution is clustered to the west and north. This characteristic is reflected in the directional distribution of traffic in the corridor. In the western end of the corridor at Saunders Road, three times as many vehicles travel eastbound as westbound during Lake Cook Road's morning peak. On the eastern end of the corridor at Lake Cook and Skokie Boulevard, AM rush hour traffic is more balanced with 13% more vehicles traveling eastbound than westbound. As expected, the PM directional distribution is reversed with three times as many cars traveling westbound on Lake Cook Road at Saunders Road as there are going eastbound.
2. There are clusters in the distribution of residential locations in such areas as Buffalo Grove, Wheeling, Vernon Hills, Libertyville, Mundelein, Waukegan and some parts of the City of Chicago and adjacent suburbs.
3. Residential clusters located along the Metra Milwaukee North Line represent a potential market for linked trips (home-Metra-PRT-work).

Major Generators

Exhibit C presents the major generators that would impact the primary north-south loop, as well as western and eastern extension loops. Exhibit E summarizes the impact of the existing and proposed developments in the corridor. As indicated in Exhibit C, the primary north-south loop would serve 7,060 employees, 128 hotel rooms, 777,000 square feet of retail space and 1.5 million square feet of office space.

LAKE COOK CORRIDOR EMPLOYMENT

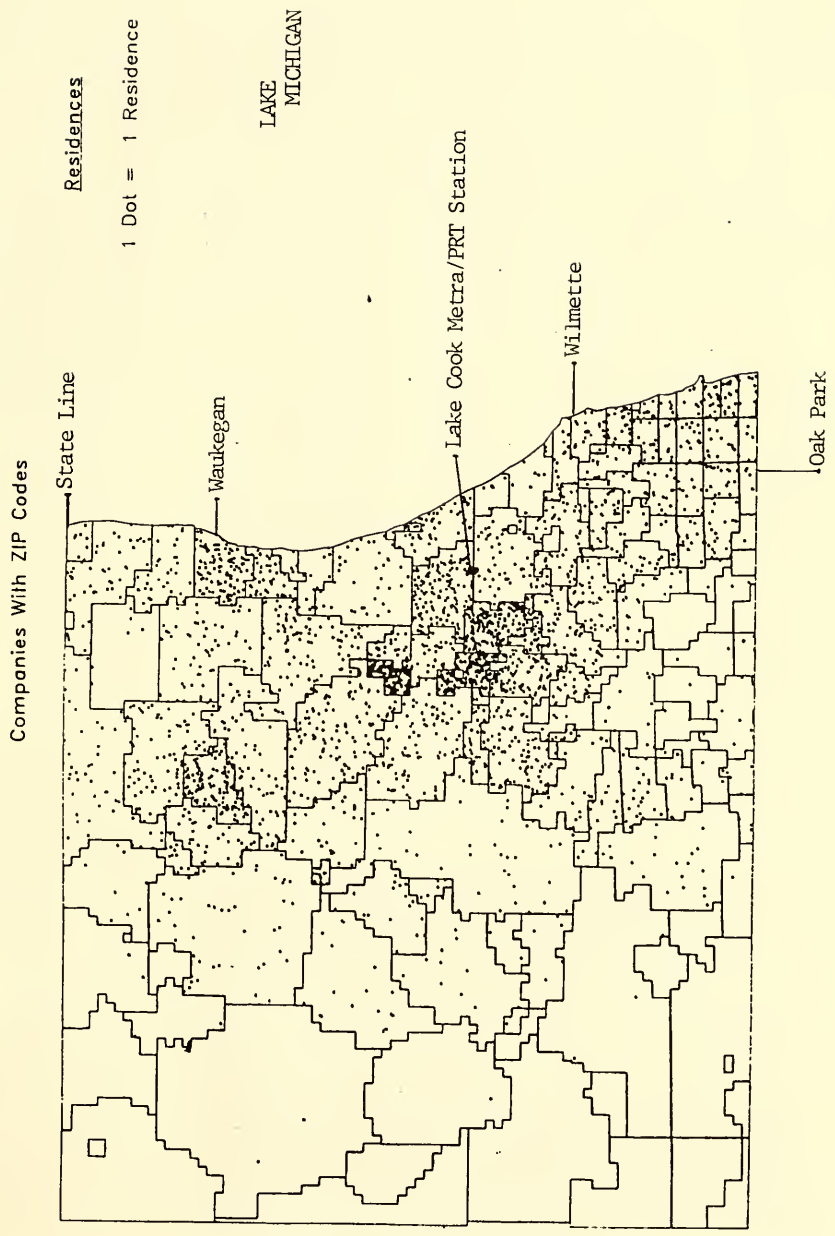
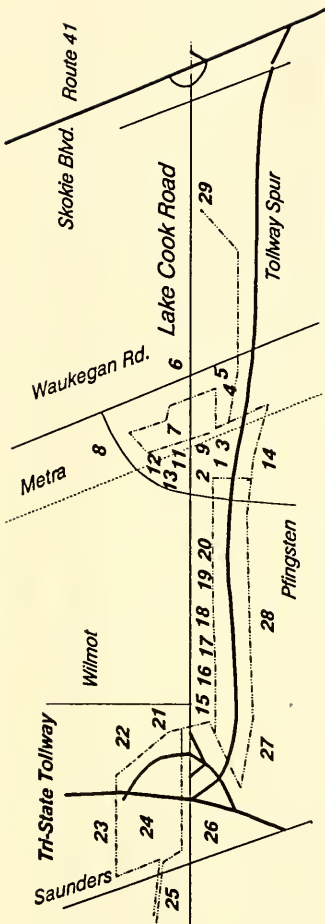


Exhibit E **Lake Cook Corridor** **Major Employment** **& Commercial Centers**

PRT Alignment



Site	Designated Name...	Office/Industrial sq.ft.	Retail sq.ft.	Hotel Rooms	Employees	Approved Development	Potential Development
1	STB/Incon Property	124,600	0	0	400	0	0
2	707 Lake Cook	81,000	0	0	320	0	0
3	Dierbrodt Corporate	84,000	0	0	330	0	0
4	Lake Cook Plaza	0	185,000	0	230	0	0
5	Dierbrodt Mall	0	500,000	0	500	0	0
6	Clarendon Corners	0	82,000	0	90	0	0
7	Metra Corporate 500	860,000	0	0	2600	0	0
8	Sara Lee	0	0	0	0	0	56 acres redevelopment
9	Northern 8 Gas	0	0	0	0	0	26 acres/Metra/Other
10	Residence Inn	0	0	126	0	0	0
11	Dierbrodt Corp. Ctr	131,300	0	0	520	0	0
12	Cross Ctr/Catagham	110,000	0	0	500	0	0
13	Mendit	0	132	0	0	0	0
14	Underwriters Lake	700,000	0	0	1600	0	0
15	Arbor Lakes/Slam	200,000	0	0	600	18.7 acres PUD	300,000 sq.ft.
16	Embassy Suites	0	0	237	0	0	0
17	Basile Lake Cook	242,000	0	0	800	133,000	0
18	Lake Cook Office	422,900	0	0	1400	0	0
19	Tenafyne	86,000	0	0	185	54,000	0
20	Deerfield Center	127,200	0	0	400	12.7 acres PUD	0
21	Deerfield-Hyatt	320,000	0	300	1300	270,000	0
22	Walgreen Co.	345,000	0	0	1300	0	0
23	Parkway North	443,000	0	253	2000	337,000	0
24	Basile Healthcare	860,000	0	0	1500	0	85-88 acres
25	Dean Winter/Hornum	800,000	0	0	1900	800,000	0
26	LeSalle	0	0	0	0	400,000	0
27	Moravia	300,000	0	0	700	0	0
28	Sky Harbor	700,000	0	0	2000	0	0
29	Northbrook Court	0	860,000	0	1200	0	0

Exhibit F

Zip-Code Distribution & PRT-Metra market of Lake Cook Corridor Employees

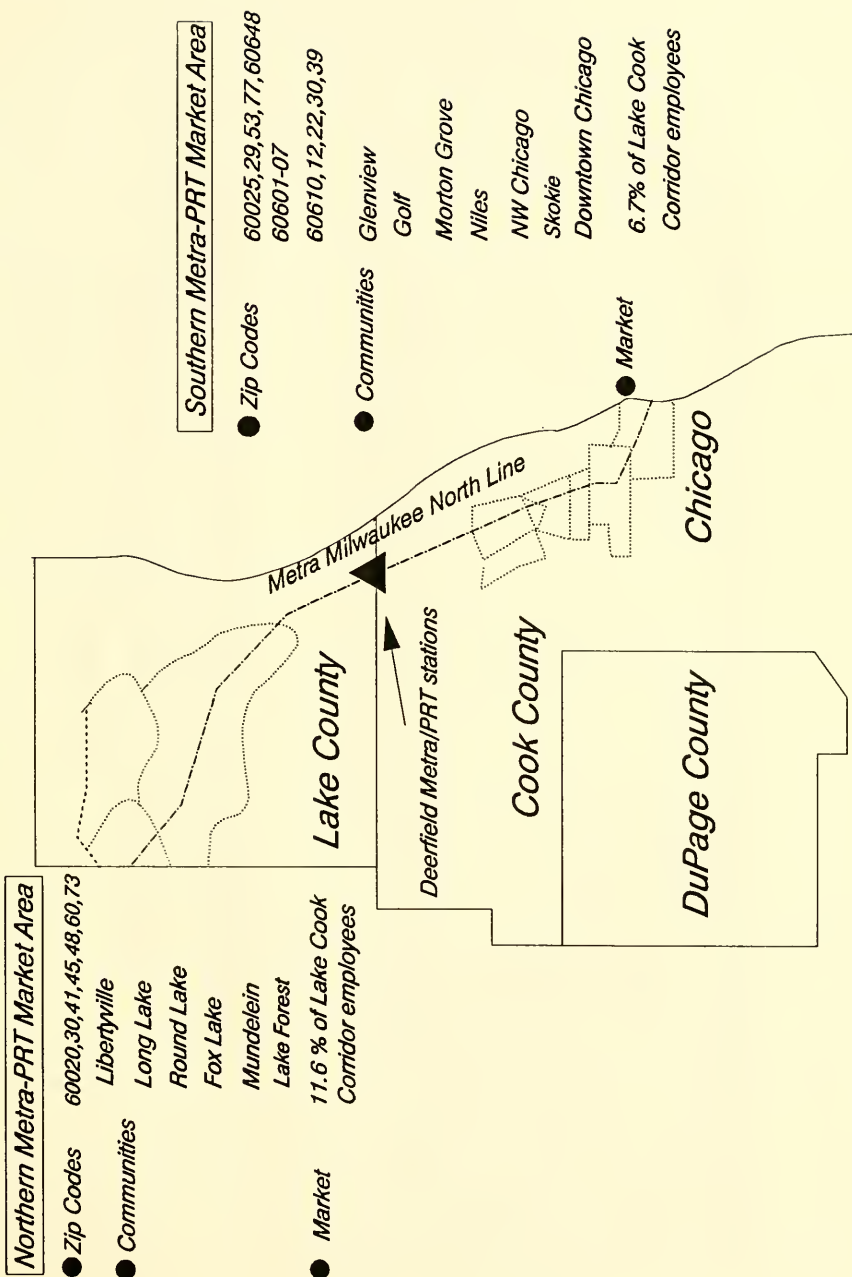


Exhibit F-1

PRT Zip Code Distribution

Western and North-South Loops

Loop	Employees Data Base	Employees Northern Zip	Percent Employees	Employees Southern Zip	Percent Employees	Total Employees	Percent
West	5755	714	12.4%	280	4.9%	994	17.2 %
North-South	3231	333	10.3%	321	9.9%	654	20.2 %
Total	8986	1047	11.6%	601	6.7%	1648	18.3 %

Western Loop Employers-Walgreen Co.,Baxter,Dean Witter,Almcor,Illinois Student Asst. Commission
North-South Loop Employers-MATAS Corporate 500,Callaghan,STS Consultants,Underwriters

**EXHIBIT F-2
PRT EMPLOYEE
ZIP CODE DISTRIBUTION**

COMMUNITY	ZIP	LOOP WEST	LOOP NORTH-SOUTH
Fox Lake	60020	15	7
Grayslake	60030	170	53
Long Lake	60041	46	9
Lake Forest	60045	72	43
Libertyville	60048	75	57
Mundelein	60060	212	85
Round Lake	60073	124	79

TOTAL

NORTH TOTAL	714	333	1047
TOTAL EMP	5755	3231	8986
% NORTH	12.41%	10.30%	11.65%

COMMUNITY	ZIP	LOOP WEST	LOOP NORTH-SOUTH
Glenview	60025	58	94
Golf	60029	60	0
Morton Grove	60053	15	32
Skokie	60077	14	48
Niles	60048	15	20
Downtown	60601-07	4	1
Chestnut	60610	14	2
Midwest	60612	4	0
Wicker Park	60622	2	1
Jefferson	60630	14	32
Cragin	60639	6	8
Irving Park	60041	21	21
Edgebrook	60646	20	42
Logan Square	60647	29	10
Division St	60651	4	10

TOTAL

TOTAL SOUTH	280	321	601
TOTAL EMPLOY	5755	3231	8986
%	4.87%	9.94%	6.69%

TOTAL EMP	8986
METRA ZIP EMP	1648
%	18.34%

METRA WEST ZIP EMP	994
TOTAL EMPLOY	5755
% TOTAL	17.27%

METRA N/S ZIP EMP	654
TOTAL EMPLOY	3231
% TOTAL	20.20%

Exhibit G

Average Daily Travel Time Comparisons From Metra Milwaukee North Line Communities to Lake Cook Corridor

From	To	Metra-PRT Link Trip (minutes)	Driving (minutes)
Libertyville	Lake Cook/Saunders	35	21-30
	Lake Cook/Waukegan	30	21-30
Grayslake	Lake Cook/Saunders	43	31-40
	Lake Cook/Waukegan	38	31-40
Downtown Chicago	Lake Cook/Saunders	59	41-50
	Lake Cook/Waukegan	54	31-40

McHen

aukegan Rd.

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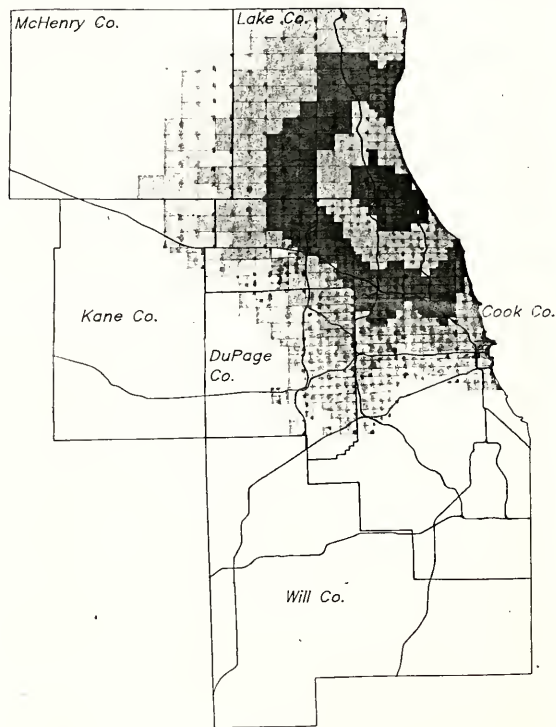
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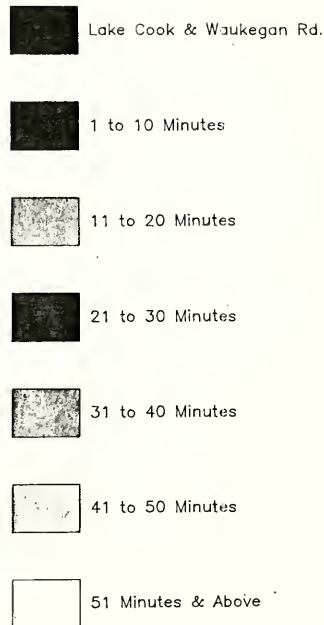
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ion Study

Forecasted Travel Times to Lake Cook Road and Waukegan Road



Time



Prepared By, Chicago Area
Transportation Study

end of the corridor and could avoid the mid-day and rush hour traffic delays by using the PRT system.

Highway Improvement Impact

The PRT system could impact capacity improvements being considered for Lake Cook Road and other area roadways. This report will be referred to the consultant presently conducting a Strategic Arterial Analysis of Lake Cook Road.

CONSTRUCTABILITY

The commercial and light industrial character of the Lake Cook corridor is an ideal setting for the PRT system. No public parks, forest preserves, or historical landmarks are present within the proposed alignment. The compatibility of the PRT with adjacent land uses is reinforced by the proposed use of Metra and Illinois Toll Authority property since "public" access and vehicle operation throughout the corridor have long been established. While existing zoning codes make no reference to PRT systems per se, the Village is prepared to actively pursue approval of the necessary regulations should the concept prove viable.

Access for Emergency and Maintenance Services

System security and emergency access could be effectively coordinated through the Metra and Deerfield Police Departments, the Village's Enhanced 9-1-1 emergency response system, and the fire protection districts serving Northbrook and the Deerfield - Bannockburn area. Due to the proximity of the proposed alignment to existing transport systems, reasonable access for emergency and maintenance vehicles, including those with "lift" equipment, is expected. It is also understood that a balance between accessibility and security must be achieved to minimize the chance of injury or service interruption.

PRT Maintenance Facility

As noted in the loop description and ridership sections presented earlier, the design and construction of the PRT maintenance facility should be coordinated with the development of the proposed Metra station on Lake Cook Road. Design, construction and operational efficiencies should be realized by combining these features, thereby reducing costs. In addition, the development agreement between Metra and the Village will allow, where appropriate, the application of PRT technology throughout the property.

General Physical Conditions

Based on the experience of contractors working in the corridor, it is

expected that soil conditions will be favorable, consisting of one to two feet of top soil covering a substantial clay base. The general topography of the proposed route is relatively level and variations are projected to be well within the grade specifications outlined in the RFP. Notable challenges will result from crossing the Metra rail lines, Tollway lanes, Lake Cook Road, and the West Fork of the North Branch of the Chicago River, as well as negotiating the Tollway's overpass structures.

A significant number of underground utilities are also concentrated along the south side of Lake Cook Road. (Combined with the potential expansion of Lake-Cook Road to six lanes requiring the use of all public ROW, the location of these large capacity utilities adjacent this roadway effectively eliminated the proposal of an alignment along Lake Cook Road.) Train signals and other overhead utilities are present along the east side of the railroad ROW; however, minimal obstructions are expected from other utilities involving Metra and Tollway property. This extensive use of public property, may allow portions of the system to be installed at a lower height, thereby reducing construction costs. In addition, the Commonwealth Edison substation, located within the primary loop, can provide the power supply necessary for the PRT system without major changes to its physical plant.

Specific Loop Design Requirements

North-South Primary Loop

To incorporate the primary north-south PRT loop with existing site characteristics, two spans over Lake Cook Road and two over the Metra rail lines will be required. While one crossing over Lake Cook Road may be able to be connected to the proposed Lake Cook underpass of the Metra lines, the three others will likely need to be approximately 100 feet in length. In addition, a span over the Tollway Spur, possibly connected to the Pfingsten Road overpass, will also be needed. Since a support structure could be located in the Tollway median, it is expected that the required spans will be less than 100 feet long. Two fifty foot spans will also be necessary to cross the West Fork of the North Branch of the Chicago River. Underground utility services are located throughout the area, however only those next to Lake Cook Road and between Deerbrook Mall and Lake Cook Plaza are expected to affect system installation. The typical structure and station designs, as outlined by the RTA, should be able to be applied to the remaining sections of the proposed loop.

Western Loop

Significant challenges to construction of the western loop are presented when crossing over the Tollway, Saunders Road and Lake Cook Road. The design must also allow for the potential installation of Tollway exit and entrance ramps to and from the north off of Lake Cook Road. The proposed alignment extends west from the primary loop along the north

and south sides of the Spur, negotiating (under or over) the Pfingsten Road overpass. The guideway along the south side crosses the Spur, requiring two spans, less than 100 feet in length, just east of the exit ramp from I-294 to Lake Cook Road. (Although not indicated in the aerial Exhibit A, this ramp was completed in 1990.) Once on the north side of the Spur, it is proposed that a bi-directional structure be installed to cross over Lake Cook Road. Due to the changes in grade presented by the Tollway ramps and the various other Tollway structures in this area, a better alternative may well be available once the system's design features are fully developed.

Once north of Lake Cook Road, the guideway would return to a one-way system extending north along I-294 to the station serving the Walgreen Company and the Hyatt-Deerfield Campus. Proceeding west over the Tollway from this station will require the use of two spans, each approximately 100 feet in length. The typical support structure design can be used for the remaining portion of this loop with the exception of the two 80-100 foot spans required for crossing Saunders Road and the two 100 or so foot spans required to cross I-294 on the north side of Lake Cook Road.

Eastern Loop

The proposed eastern extension to Northbrook Court presents the significant challenge of being a two-way system its entire length. In addition, construction constraints will be encountered when negotiating (under or over) the Waukegan Road overpass of the Tollway Spur and along the Northbrook Court retention basin.

LOCAL COMMITMENT

The Lake Cook PRT proposal has been developed jointly by the Village of Deerfield and the TMA of Lake Cook Corridor in consultation with the Village of Northbrook. While Deerfield serves as the lead agency, as required by the RFP, all members of our proposal team are aware of the necessary partnership between the private sector, local and regional governments and public transportation agencies if the pilot project is to proceed. It is intended that this partnership continue through all phases of the system's design, construction and operation, with the TMA providing the necessary coordination among private developers and corridor land owners, since many are members of the TMA.

If the Lake-Cook site is selected, Deerfield will actively encourage any new development to incorporate the PRT system into its design. These could include: North Shore Gas property (to be developed by Metra and Deerfield), portions of the Baxter Travenol campus and Arbor Lake Office Center, as well as the likely redevelopment of the Sara Lee property. In addition, existing developments will be encouraged to utilize the PRT through physical modifications allowing direct building access and satellite stations serving multiple properties.

The use of public right-of-way (Metra, Toll Authority, Cook County) is intended to mitigate construction and operational constraints presented by this site. It also allows these transportation agencies to actively participate in the development of a partial solution to suburban congestion. The proposal team can provide the leadership necessary to bring the appropriate representatives together to successfully evaluate the PRT system at this location. The Village has worked with many organizations to facilitate public and private improvements for the benefit of our area. Financing assistance for the Industraplex development (400 Lake Cook Road) and properties in the former Brickyard's Landfill (North of Lake Cook between the railroad and Pfingsten) through one of the Village's tax increment financing districts, has strengthened the tax base and offered employment opportunities. Public improvements such as serving as the local sponsor for the construction of the Lake-Cook retention basin by the Army Corps of Engineers and the Illinois Department of Transportation's Division of Water Resources and the extension of Pfingsten Road, including the railroad overpass involving the Illinois Commerce Commission, demonstrate our ability to work with several partners towards the successful completion of complex improvements.

The PRT system will enhance the economic viability of the corridor and surrounding region through improved access within the site and connection to the Metra commuter rail system. Direct benefits include the following:

- * Improved employee access to job sites. Since the system would connect to the Lake-Cook Metra rail station, employers will be able to extend their recruitment bases north and south of the corridor, thereby benefiting regional economics through expanded employment opportunities.

- * Expand the customer base for area retail stores, hotels and restaurants. Through convenient, safe, and personal transportation within the site and connection to the Metra rail line, people who work in the corridor and along the Metra system will have direct access to a wide variety of stores, restaurants, as well as, lodging and banquet facilities.

- * Reduce corridor traffic congestion during week-day rush hours and week-end peak travel periods. By providing a viable alternative to the automobile for many who work and shop in the corridor, the amount of auto traffic will likely be reduced during all travel times, thereby improving traffic flow and safety.

- * Time and energy conservation and reduced pollution. In addition to the time saved by passengers using the PRT instead of waiting for and competing with other autos in traffic, substantial energy conservation will result from reduced auto usage. Through the use of fewer autos and thereby less fuel, exhaust emissions will be reduced.

Combined, these benefits will help to achieve and maintain a healthy economic climate for the corridor and surrounding region. However, the proposal team also recognizes that people must use the system for it to be successful. Through the joint efforts of the team members, it is

expected that sufficient commitments from the private sector users of the system, as well as direct support from public agencies can result in a successful demonstration of the PRT concept.

Private support for the PRT project in the Lake-Cook corridor has been actively demonstrated by the involvement of the Lake-Cook TMA in the development of this proposal. As an organization that represents most of the employees in the corridor, their input in the development of the proposed layout has been critical.

Public Education

Information to the general public and organizations likely to be impacted by the PRT will be provided through public presentations, promotional literature, community newsletter items, press releases, and special "ground breaking" events, as well as through the local cable TV system. As previously noted, contact with impacted property owners will be coordinated through the Lake Cook TMA, since many are TMA members.

The Village of Deerfield has directly supported many public transportation projects in our area. Including maintenance, security and financing for services at the existing Metra station, the Village and PACE co-sponsor a subsidized taxi service for handicapped and senior residents. Also, Deerfield has agreed to become a member of the Northwest Municipal Conference's Transportation Unit, and has agreed with Metra to jointly develop a commuter station on Lake-Cook Road. In addition, many roadway and traffic signal improvements have been accomplished by working with private developers and transportation agencies during the development plan review process.

CONCLUSION

The Lake Cook Corridor presents a unique opportunity for several regional transportation agencies to cooperate towards the goal of effectively addressing the problems of suburban traffic congestion. Due to the availability of Metra service, the location of substantial employment centers and diverse uses within the proposed PRT alignment, significant ridership can reasonably be expected. It is recognized that the PRT will not eliminate the corridor's congestion problems. However, if reviewed and implemented in conjunction with other traffic management alternatives, the combined benefits will likely present the most effective solution.





547 W Jackson Blvd

Chicago, Illinois 60606

Telephone 312-322-6900

January 10, 1991

Mr. William J. Baltutis
Executive Director
TRANSPORTATION MANAGEMENT ASSOCIATION
LAKE COOK CORRIDOR
Winchester Road
Libertyville, Illinois 60048

RE: Status - North Shore Gas Property Acquisition

Dear Mr. Baltutis:

In response to your inquiry regarding the status of Metra's acquisition and development efforts for the North Shore Gas Property near Deerfield, be advised that the acquisition negotiations are continuing. We expect to complete the acquisition of the North Shore Gas Property in the first quarter of 1991. Once the acquisition is completed work will begin on the joint development of the property and station design with the Village of Deerfield.

As you are aware, the County has a grade separation project planned for the Lake Cook Road Crossing. This project is expected to take two to three years to complete once it has begun. The project will require a Shoo Fly where the platforms are to be constructed, thus Metra will not be able to construct the station until the County's grade separation project is completed. We will however, be able to work with the Village to identify a developer and begin the design engineering for the station facility while the grade separation project is underway.

If you should have any other questions concerning the Lake Cook Station and Development, feel free to contact James Burcham on (312) 322-8010.

Sincerely,

A handwritten signature in dark ink, appearing to read "Philip A. Pagano". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Philip A. Pagano
Executive Director

PAP/RLL/11

EXHIBIT J

LETTERS OF SUPPORT



Deerfield Chamber of Commerce P.O. Box 261, Deerfield, Illinois 60015 (708) 945-4660

March 15, 1991

Honorable Bernard Forrest
Mayor
Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015

Re: Deerfield PRT Proposal

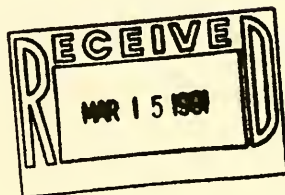
Dear Mayor Forrest,

The Personal Rapid Transit (PRT) proposal developed by the Village and the TMA of Lake Cook Corridor certainly deserves serious consideration by the RTA. This proposal seems to be well conceived and if connected to the regional rail network as proposed, will benefit many of our 265 members by expanding employee recruitment areas, as well as improving customer access and decreasing traffic congestion.

The Chamber continues to support the Village's efforts to improve traffic conditions and enhance the economic viability of our area through consideration of alternatives such as the PRT system.

Sincerely,

J. Robert York
J. Robert York
Executive Secretary



NORTHBROOK CHAMBER OF COMMERCE & INDUSTRY

2002 WALTERS AVENUE • NORTHBROOK, IL 60062 • (708) 498-5555

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Steven P. Siegel
Lipschultz Brothers, Levin & Gray

March 14, 1991

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Otis Realty Group

Mr. Gayle Franzen
Chairman

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John L. Van Renterghem
Jack's Ace Hardware

REGIONAL TRANSPORTATION AUTHORITY
One North Dearborn, Suite 1100
Chicago, IL 60602

OFFICERS

Vice Chairman of Community Affairs
Richard D. Fincher
Baxter Health Care Corp.

Dear Mr. Franzen:

Vice Chairman of Governmental Affairs
John J. Ritchie
Underwriters Laboratories, Inc.

The Northbrook Chamber of Commerce & Industry represents 480 firms with a labor force of over 22,000 employees in the Northbrook area. As an active member of the Lake Cook corridor TMA, we support their efforts to reduce traffic congestion by supporting carpooling, vanpooling and transit programs for employees who work in Northbrook.

Vice Chairman of Business Councils
Holly J. Kahan
The HBH Agency, Ltd.

Vice Chairman Membership Services
Michael R. Rosato
Shearer Warner

We view the RTA Personal Rapid Transit proposal as a system that can effectively move people in a large employment and commercial activity area such as ours. Additionally, the ability to tie into the proposed Metra train station makes the TMA/Deerfield proposal extremely practical. Not only are we concerned about traffic issues, but also the ability to attract employees from a larger geographic area.

DIRECTORS

Roy L. Fulkerson, Jr.
Allstate Insurance Company

Alice O'Toole Kearney
LaSalle Community Bank Corp.

Gerald E. Libman
Friedman, Eisenstein, Raemer & Schwartz

William W. Martin
Country Maid Bakery & Cafe'ette

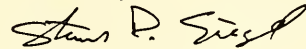
Kathleen A. Roehl
Merrill Lynch, Pierce, Fenner & Smith

William F. Rothwell
Oakton Community College

Steven F. Sawatski
Berg, DeMarco, Lewis, Sawatski & Co.

The Chamber supports the Lake Cook Corridor proposal and if chosen as a finalist, will enlist the support of our members to ensure its success.

Sincerely,



Steven P. Siegel
Chairman

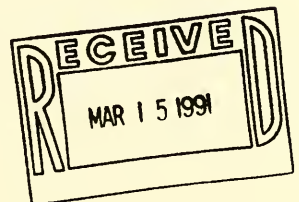
PRESIDENT

Barbara G. Hayskar

SPS:mb

MANAGER, MEMBERSHIP SERVICES

Marie M. Brady





The Illinois State Toll Highway Authority
2001 West 22nd Street
Oak Brook, Illinois 60521
708 / 574-2000
Fax: 708 / 954-2797

February 28, 1991

The Honorable Bernard Forest
Mayor - Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015

RE: Traffic
Edens Spur (I-94)
Deerfield PRT Proposal

Dear Mayor Forest:

Your letter, dated February 11, 1991, contained a request to comment on the Village of Deerfield's proposal to operate a Personal Rapid Transit (PRT) System. Part of the proposed system would cross the Tri-State Tollway near Lake-Cook Road and also occupy Tollway right-of-way on the Edens Spur (I-94).

The Toll Authority, while on the highway "side" of the transportation business, does recognize a need to participate with other agencies in the attempt to solve regional transportation problems. Your PRT proposal is an encouraging new development and the Toll Authority is willing to further discuss the proposal with you.

From an engineering stand point, the crossing of the Tri-State Tollway and right-of-way occupancy can be accommodated. However, the Toll Authority operates under the requirements of a Trust Indenture that assigns responsibility for the toll collection, liability indemnification and safety. If your project were approved, further negotiations would be required between the various agencies to resolve issues such as permit and occupancy fees and the possibility of compensation for the Authority's potential loss of future revenue.

Good luck on your permit application.

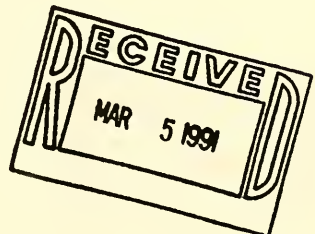
Sincerely,

A handwritten signature in cursive script that reads 'Robert L. Hickman'.

Robert L. Hickman
Executive Director

RLH:MRS:pn

cc: A. Karam
M. Sierakowski





547 W Jackson Blvd

Chicago, Illinois 60606

Telephone 312-322-6900

February 25, 1991

Honorable Bernard Forrest
Mayor
VILLAGE OF DEERFIELD
850 Waukegan Road
Deerfield, Illinois 60015

Re: Personal Rapid Transit (PRT)

Dear Mayor Forrest:

Thank you for your recent letter requesting that Metra consider the use of its right of way for the proposed PRT System. Metra personnel recently attended a Deerfield/TMA sponsored meeting to discuss the PRT System.

Let me assure you that Metra is willing to consider the prospect of allowing its right of way to be utilized for the PRT should such a system be developed. However, as our partner in developing the Lake Cook Road Station and North Shore Gas property, the Village should be aware how very complicated it would be to add any other development to this location for many years to come.

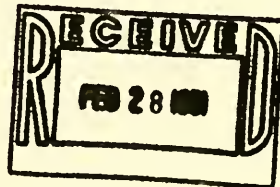
I am sure you are aware that the County's project to widen Lake Cook Road is scheduled to begin this year. The project is already two years behind schedule and may take more than two years to complete. This project will require the use of the future station site for a temporary track. The railway bridge/road underpass, which was to be part of the widening project, is still not completely funded. I understand that Deerfield, as the lead agency for the PRT, must seek cooperation from all agencies affected by the PRT proposal. Metra, as one such agency, is willing to consider the use of its right of way for the PRT. However, this willingness is conditioned with a great deal of caution in light of the many complicated activities already underway at this location.

I look forward to working with you and the Village in developing new and better commuter service.

Sincerely,

Philip A. Pagano
Executive Director

pk





550 West Algonquin Road, Arlington Heights, Illinois 60005 (708) 364-PACE

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Charles Zettek

Joseph DiJohn
Executive Director

February 19, 1991

Honorable Bernard Forrest
Mayor
City of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015

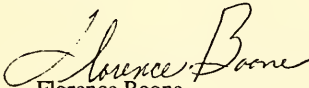
Dear Mayor Forrest:

In response to your letter of February 11 regarding Deerfield's pending proposal to RTA for a PRT pilot project, I think it's important that you understand Pace's position on the PRT project. Pace supports the RTA's efforts to encourage the development and implementation of a PRT system as described by Chairman Franzen. This new technology has the potential to address many of the transportation needs in suburbia which currently cannot be met with existing services (rail or bus).

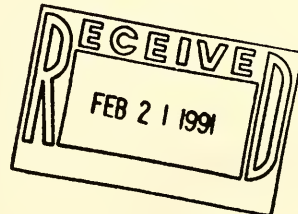
Pace's clearest role in regard to the PRT will be to maximize the integration between the PRT system and other transportation services offered by Pace, Metra and CTA. The PRT demonstration project is under the direct control of the RTA and should not be considered a Pace project. We intend to fully develop our capacity to interface with the PRT at whatever location is ultimately chosen by RTA. At this point in the process, however, it is not our role to express any opinion regarding one candidate site versus another. The site described in your letter certainly deserves RTA's careful consideration and Pace will provide its full support to maximize the transit potential at this location should it be selected by RTA.

I hope this letter meets your needs, thank you for contacting us.

Sincerely,


Florence Boone
Chairman

TB:jp





Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

February 26, 1991

Mr. Bernard Forrest, Mayor
Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015

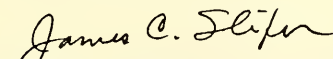
Dear Mr. Forrest:

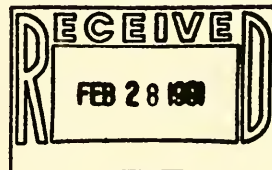
Thank you for your letter regarding personal rapid transit sites in the Village of Deerfield.

The Department will be glad to review those sites involving or impacting routes under State jurisdiction.

Please feel free to forward such materials to Mr. Wally Kos, Bureau Chief of Programming as this is the Bureau that will primarily be involved in the reviews.

Very truly yours,


James C. Slifer, P.E.
District Engineer



COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

RICHARD J. PHELAN, President
Board of County Commissioners

COUNTY BUILDING
118 NORTH CLARK STREET
CHICAGO, ILLINOIS 60602

MARCO DOMICO, Chairman
Committee on Roads and Bridges

OFFICE of the SUPERINTENDENT

February 19, 1991

Bernard Forrest, Mayor
Village of Deerfield
850 Waukegan Road
Deerfield, Illinois 60015

Re: Lake Cook Road
PRT System

Dear Sir:

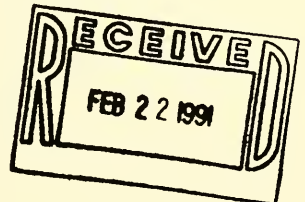
This Department has reviewed the PRT concept outlined in your letter of February 11, 1991.

East of the Illinois Tollway the PRT System crosses Lake Cook Road at three (3) locations. As you know, the Village of Deerfield, the City of Highland Park, the Village of Northbrook, the State of Illinois and Cook County have jointly undertaken a study to define the needs for Lake Cook Road. The study limits are from the Illinois Tollway to Skokie Highway. The consultant was authorized to begin work on January 4, 1991.

The results and conclusions of this overall study, which includes a Strategic Arterial Study, a Phase I Study and a Feasibility Study for a Lake Cook Road to Edens Spur connection, will define more immediate and long term roadway configurations and right of way needs for Lake Cook Road.

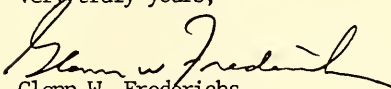
West of the Illinois Tollway, a Phase I Study is nearing completion. This study's preferred alternative shows the need for a 6 lane pavement cross section with the acquisition of additional right of way required for roadway purposes.

Certainly these study results must be considered in any proposals developed for the PRT System.



While this Department has no objection to further consideration of the PRT System as proposed, it must be understood that in addressing the continuing traffic pressures there may be little if any public right of way, as presently exists available to accommodate this proposed system.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Glenn W. Frederichs". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Glenn W. Frederichs
Superintendent of Highways
Cook County, Illinois

Baxter

March 15, 1991

Mr. Gayle Franzen
Chairman, RTA
One North Dearborn
Chicago, IL 60602

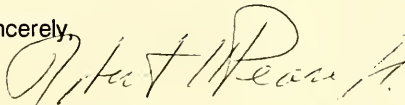
Re: Proposed Lake Cook Corridor PRT

Dear Mr. Franzen:

Bill Baltutis of the Lake Cook TMA has explained to me the concept of the proposed PRT. Baxter Healthcare Corporation's corporate headquarters are located along the proposed route for the PRT. We have approximately 1600 employees and, in addition, we own approximately 80 acres which could be used for corporate headquarter development. We feel that the proposed PRT has tremendous potential for serving the transportation needs of the many people who either work, shop or live in the Lake Cook Corridor. Traffic in the area is extremely difficult and the PRT should help alleviate this intolerable situation. Clearly the PRT would enable potential workers within the City of Chicago to have access to the large labor market along the Lake Cook Corridor because of its connection with the new metra station on Lake Cook near Phingsten.

It would appear to me that the Lake Cook Corridor is an ideal site for a test such as this because of the unique opportunity to serve office, housing and shopping transportation requirements and the direct link to a major public transportation route to the City of Chicago.

Sincerely,



Robert H. Pease, Jr.
Director, Corporate Real Estate

RHP/sg
2206B

DEAN WITTER FINANCIAL SERVICES GROUP INC. 2500 Lake Cook Road, Riverwoods, IL 60015
Telephone (708) 405-1082
(212) 392-3719

BRUCE L. OSBORNE
Vice President Administration
Group Administration & Planning

March 11, 1991

Mr. Gayle Franzen
Chairman - Regional Transportation Authority
One North Dearborn
Suite 1100
Chicago, Illinois 60602

Dear Mr. Franzen:

This is a letter to state Dean Witter Financial Services Group full support to the PRT proposal submitted by the Village of Deerfield and the TMA of Lake Cook Corridor.

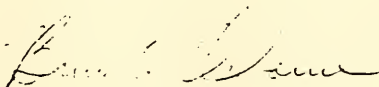
We believe this PRT system will encourage many of our 2,000 employees to use the PRT in conjunction with METRA vs. driving to work in a single occupied personal vehicle; as a large group of our employees live along the north line of METRA.

Another plus to our firm will be the ability to recruit employees from or near Chicago. The PRT/METRA combination will enable the reverse commute to become a reality, and also help us better reach affirmation action goals by reaching a more diverse employee base.

Dean Witter also supports the alignment and proposed PRT station on our property, and would be willing to consider private funding for such a station.

As you know, the Lake Cook Corridor is highly congested and growing more so as growth continues. The PRT as proposed will be a welcome alternative for our employees, offering them a chance at greater productivity and a higher quality commute.

Best Regards,



BLO

cc: B. Baltutis

b0002/se

LASALLE PARTNERS

*Parkway North Center
Three Parkway North
Deerfield, Illinois 60015
(708) 945-3131*

March 14, 1991

Mr. William Baltutis
TMA of Lake County Corridor
One Baxter Parkway
Deerfield, Illinois 60015

Dear Bill:

LaSalle Partners is writing this letter to TMA to reflect our support for a proposed Personal Rapid Transit System (PRT) to be located in the Lake Cook Corridor.

Our firm acts as agent for the owners of Parkway North Center, a multi-tenant office complex located at the intersection of Deerfield and Saunders Roads in Deerfield, Illinois. Currently, tenants located on site employ approximately 1,500 people in over 500,000 rentable square feet of office space. Eventually, the complex is planned to be 1,500,000 rentable square feet in size with a corresponding increase in the number of employees.

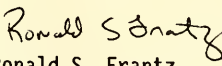
We believe that the current traffic congestion problem in the Lake Cook Corridor will only worsen in the future and that the PRT system is a possible solution which should be evaluated.

Due to the concentration of employees at Parkway North Center, we feel that the location of a PRT station at Parkway North would be valuable as a means of determining the benefits which such a system could provide to the ongoing problem of traffic congestion in the Lake Cook Corridor.

We hope that the Regional Transportation Authority will act favorably upon the proposed PRT location in the Lake Cook Corridor.

Sincerely,

LA SALLE PARTNERS
ASSET MANAGEMENT
LIMITED


Ronald S. Frantz
Assistant Manager

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